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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Moscow Oblast)	REPORT	
SUBJECT	Description of Area Surrounding Institute 885, Novaya	DATE DISTR.	5 March 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Comments

Sortirovotschnaya, page 1, should read Sortirovochnaya.
Moscow - Pervaya may be Moscow/Perovo

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STATE	X#	ARMY	X#	NAVY	X#	AIR	X#	FBI		AEC					
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C O N F I D E N T I A L

REPORT

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COUNTRY : USSR (Moscow Oblast)

DATE DISTR. 11 JAN 54

SUBJECT : Description of Area Surrounding Institute 885, NO. OF PAGES 4
Novaya

PLACE
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SUPPLEMENT TO
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DATE OF IN

THIS IS UNEVALUATED INFORMATION

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INTRODUCTION

1. Institute 885 (NII 885), a research and development center for high frequency equipment (missile remote control and telemetering), is located in the Novaya section of Moscow.

the group developing the ground equipment of the "Don" (German title -- "Messina") telemetering system.

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AREA DESCRIPTION OF MOSCOW -- NOVAYA

2. I have prepared an overlay of the area immediately surrounding Institute 885 [see page 4] on which I have indicated the following points.

Point 1 Marshalling Yard

I heard this marshalling yard referred to as Moscow-Pervaya. A railroad platform near the area had a sign on it reading Sortirovotschnaya. There were at least twenty to twenty-five railroad tracks in this yard. Open and closed wooden freight cars, open 60-ton metal freight cars, tank cars, and 60-ton refrigerator (Lednik) cars were either standing or being shifted during all hours of the day. Steam locomotives were used exclusively to shift cars. I did not see any cars being humped. Some of the locomotives had wires, which I assumed to be antennas, from their smokestacks to their cabs and I assume that they had radio communication with a central point. None of the freight cars had any special features.

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Point 2 Electrified Railroad

This double-track, overhead-electrified railroad ran from Moscow to Ramenskoye. It was also used by steam commuters' trains.

Point 3 Platform Novaya

The wooden platforms, one on each side of the double-track railroad, were used by passengers leaving trains at Novaya.

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Point 4 Bridge

This double span reinforced concrete bridge was 30 to 40 meters long and 15 meters wide. The arch of a span was about one-half meter above the pantograph so I assume the arch was about 4 1/2 meters above the ground. The bridge was supported by several reinforced concrete pillars and looked fairly new.

Point 5 Bridge

This steel girder bridge was 40 to 50 meters long and 15 to 20 meters wide. As I never passed under it, I cannot describe its supports. It was new and I remember that German PWs were painting it in 1947 or 1948.

Point 6 Apartment Houses

These brick buildings were six to eight stories high. I assume that they were built in the 1930's. There were stores in the ground floors.

Point 7 Park

The area was planted with grass and bushes.

Point 8 Apartment Houses

These two brick buildings were five or six stories high. They were called "the wind tunnel" (windkanal) by the German specialists because this area was very windy in winter.

Point 9 Apartment House

This was a brick building about six stories high.

Point 10 Building

The front of this building was fifty meters long, five stories high, and of stuccoed brick. It had very large windows in the front and had a modern appearance. It had two television antennas on the roof. I never saw the rear of the building, but from the chart I assume it had a saw-tooth roof similar to that of Institute 885. There was an

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iron fence in front of the building. The vertical iron bars were set in a concrete base about 75 cm. high. The entire fence was 2.5 meters high. I could not draw any conclusions about the type of activity inside the building from the workers entering the grounds, nor did I hear any rumors about this building. I believe that work started at 0800 hours.

Point 11 Institute 885

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[redacted] will describe this Institute in detail.

Point 12 Automobile Parts Factory (?)

I seem to remember seeing a sign which stated that this building had something to do with the automobile industry over the entrance to the building grounds. I remember that it was a long, low building, but because it had a 2.5 meter high wooden fence surrounding it I can give no further details.

[redacted] the workers at this plant were already inside the grounds when I arrived.

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[redacted] I could hear musicians practicing in a room near the plant entrance.

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Point 13 Kerogas Zavod

The entire area was known to me by this name, although I do not remember where or from whom I heard the name. I assume that it was a petroleum refinery because of the name. Besides the two smokestacks described below, I remember seeing two wooden cooling towers near the smokestacks. The towers were 30 meters high and 15 to 20 meters in diameter.

Point 14 Smokestacks

The two smokestacks were 50 to 60 meters high and I estimate their base diameter at six meters. They were continually emitting dense black smoke. The smoke, which wafted to [redacted] Institute 885, contained metal particles.

[redacted] I did not notice any particular odors.

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Point 15 Bridge

I remember that there was a bridge here, but I do not remember any details.

• Point 16 Shosse Entuziastov

"Enthusiast's Street" was 15 to 20 meters wide, paved with asphalt, and was in good condition. Two street-car tracks were running on the north side of the street.

Point 17 Bridge

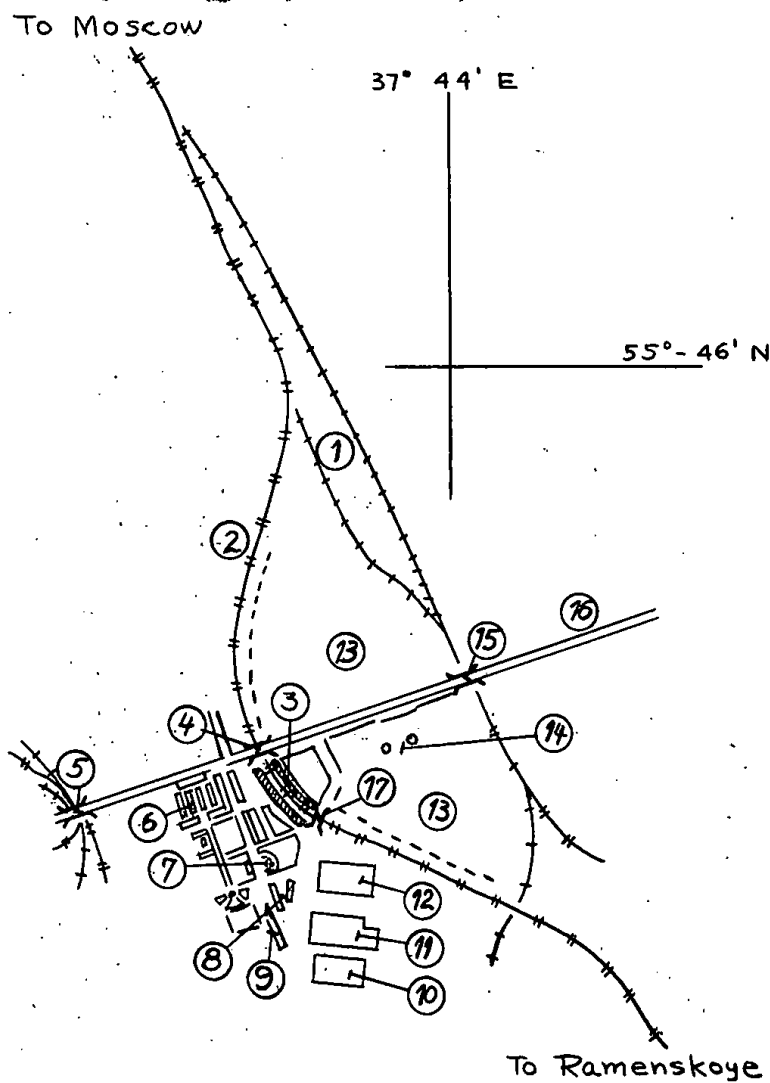
This double-span reinforced concrete bridge was 20 to 25 meters long and 12 meters wide. The bridge looked as if it had been built after 1935.

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OVERLAY OF USAF TARGET COMPLEX MOSAIC
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